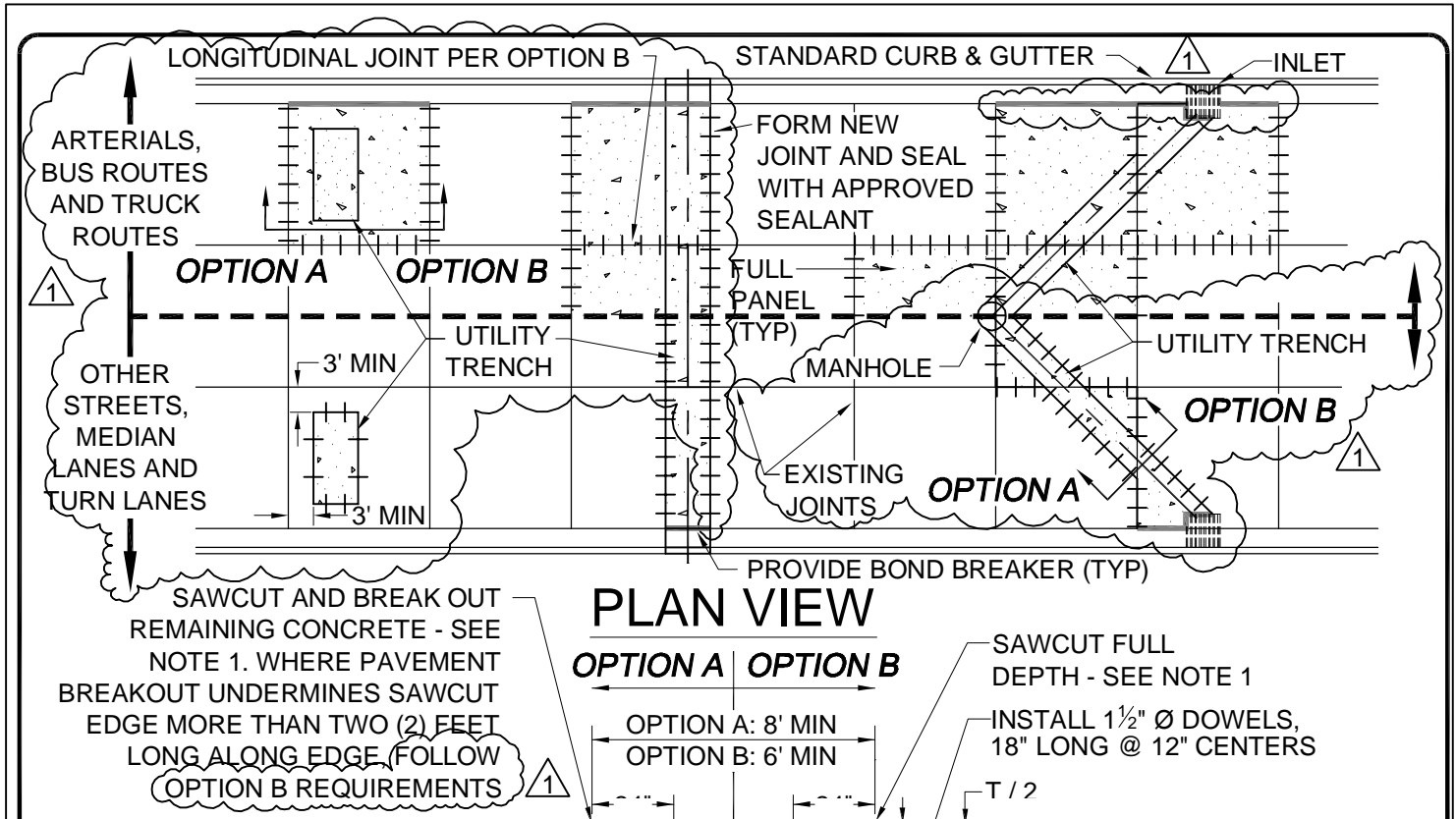



REVISION OF CITY OF
BEAVERTON STANDARD
DRAWING NO. 309
7-13-04



4. If utility trench wall must be closer than 3 feet from the joint, then remove pavement to the joint.
5. When panels are offset or irregular in any manner, the City Engineer shall determine the area of pavement replacement.
6. After placement of pavement, re-sawcut the joints that intersect the trench. The depth of sawcut is to be $T/3$. Seal the new joints per the *Engineering Design Manual*. 
7. If pavement is undermined during repair, sawcut and remove pavement back to undisturbed subgrade.

**ATTENTION! THIS DRAWING REPLACES
DRAWING NO. 309, DATED 6-10-04**

△ ADDED CALL-OUT "LONGITUDINAL JOINT PER OPTION B" TO PLAN VIEW. REVISED GRAPHICAL REPRESENTATION FOR UTILITY TRENCHES CONTAINED ENTIRELY WITHIN ONE PCC PAVEMENT PANEL. ADDED SHADED LINE FOR BOND BREAKER ON CURB JOINT. ADDED A-B SECTION LINE TO "ARTERIALS, BUS ROUTES AND TRUCK ROUTES" HALF OF PLAN VIEW. REVISED CATCH BASIN AND LEADER IN "OTHER STREETS, MEDIAN LANES AND TURN LANES" HALF OF PLAN VIEW. CHANGED THE SAWCUT DEPTH TO T/3 FROM T/4, AND ADDED "SEAL THE NEW JOINTS PER THE ENGINEERING DESIGN MANUAL," TO NOTE #6. ADDED "FOLLOW OPTION B REQUIREMENTS" TO CALL-OUT FOR "SAWCUT FULL DEPTH AND INSTALL 1 ½" Ø DOWEL, 18" LONG @ 18" CENTERS."